

# The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES NO. 1275. 日二廿月六年五十二緒光

SATURDAY, JULY 29, 1899.

大拜禮

號九廿月七英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1850.

CAPITAL (SUBSCRIBED AND PAID-UP) Yen 12,000,000.  
RESERVE FUND 7,300,000.

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO KOBE  
NAGASAKI LONDON  
LYONS NEW YORK  
SAN FRANCISCO HONOLULU  
BOMBAY SHANGHAI

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS BANK, LTD.  
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY:—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

S. CHOH, Agent.

Hongkong, 1st July, 1899. [32]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000  
RESERVE FUND \$10,000,000  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:  
R. M. GRAY, Esq., Chairman  
N. A. SIENS, Esq., Deputy Chairman  
E. Goetz, Esq.  
A. Haupt, Esq. A. J. Raymond, Esq.  
R. H. Hill, Esq. P. Sachse, Esq.  
The Hon. J. J. Keswick, Esq.  
A. McConachie, Esq. E. Shellum, Esq.  
R. Shewan, Esq.

CHIEF MANAGER:  
Hongkong—Sir THOMAS JACKSON.

MANAGER:  
Shanghai—J. P. WADE GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4 per cent. per annum.  
THOMAS JACKSON, Chief Manager.

Hongkong, 6th June, 1899. [39]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1899. [40]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.  
SUBSCRIBED CAPITAL 5,000,000  
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.  
Branches and Agencies.

CANTON HANKOW  
CHEFOO PEKING  
CHINKIANG SWATOW  
FOOCHOW TIENSIN

THE Bank purchases and receives for collection Bills of Exchange, drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH,  
Advances made on approved securities,  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:  
3½ per annum. Fixed Deposits for 3 months.  
4½ " " 6 " " 12 " " 18 " " 24 "

E. W. RUTTER,  
Acting Manager.

Hongkong, 15th October, 1898. [42]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £124,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chen Kit Shan, Esq.  
Chow Tung Shang, Esq. | Kwan Ho Chuen, Esq.  
D. Gillies, Esq. | J. T. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAFAR

Interest for 12 months, Fixed 5½ " " 18 " " 24 "

Hongkong, 30th May, 1899. [43]

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the Rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed Deposits for 12 months, 5 per cent.

" 6 " 4 " 12 " 18 " 24 "

H. WHITFIELD,  
Managing Director.

Hongkong, 1st December, 1898. [44]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(o)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	Socotra	T. H. Hide, R.N.R.	About 4th August... Freight only.	
SHANGHAI	Chusan	E. Street	About 4th August... Freight or Passage.	
LONDON, &c.	Coronadet	F. W. Vibert, R.N.R.	Noon, 5th August... Freight or Passage.	
JAPAN	Rohillo	S. de B. Lockyer, R.N.R.	4 P.M., 5th August... Freight or Passage.	
JAPAN, &c.	Ganton	A. W. Symes, R.N.R.	About 10th August... Freight or Passage.	
LONDON	Manila	R. L. Haddock, R.N.R.	About 17th August... Freight or Passage.	

\* (Passing through the Inland Sea).

† (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 29th July, 1899.

[45]

### THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Hokkaido, 1st October, 1897.

[36]

### AQUARIUS. "A PERFECT TABLE WATER."

Telephone 75.

75.

Allowance for the Employee when return to our Godowns.

Net Price.

Per 1 Dozen Quarts \$2.50 \$1.00 \$1.50

Per 1 Dozen Pints 1.75 0.75 1.00

"There is no teaching in all the wide world of hygiene so valuable as the inculcation of the idea that typhoid fever is a water-borne disease." Excluding a not common liability to the air-diffusion of its germs, we acquire this ailment undoubtedly from water directly, or from milk which has been soured by polluted water. Pure water means practically the abolition of both typhoid fever and cholera. Our safety abroad is to drink a pure Mineral Water only." (Dr. Andrew Wilson in the "Illus. London News.")

CALDBECK, MACGREGOR & CO.,  
GENERAL MANAGERS.

15, Queen's Road.

Hongkong, 8th July, 1899.

[45]

### BOARD RESIDENCE

HONGKONG HOTEL

On Monthly Terms from 1st May, 1899.

### CLUB WHISKY IS THE BEST.

\$12.00

PER DOZEN

H. PRICE & CO.

12, QUEEN'S ROAD.

[46]

LADIES.  
We can always well supply your every need from day to day.  
If you doubt it, come and try at

"WHITELEY'S OF THE TAI CATHAY."

Ex. TAI MOW.

New Millinery &c. Latest Novelties in Ladies Apparel.

W. POWELL & CO.

Opposite 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346



THE STRANGE INTERMENT AT SINGAPORE.

The *Singapore Free Press* of the 22nd inst. says:—“We are very glad to be able to say, and our readers will be glad to hear it, with reference to the case of the unfortunate man Martyn who was drowned from the U.S. cruiser *Yosemite* and was buried on Blakau Mati beach, near where the body was recovered, that the body will be buried this afternoon in the Cemetery. This kind act of giving the poor fellow Christian burial has been undertaken at the sole expense of an American lady living in Singapore. There has been a certain amount of difficulty in getting all the arrangements for this effect made, but everything was at last arranged satisfactorily about the exhumation and the funeral, and Capt. Crawford has kindly lent a launch for the purpose of bringing the coffin up to Johnson's Pier this afternoon.”

TOMMY ON “THE MAN OFF THE YOSEMITE.”

Thus Joss Chinachinios in the *Singapore Free Press* on the burial of an American sailor drowned from the *Yosemite*, an account of which appeared in a former issue:—

Drop 'im in a six-foot 'ole on Blakau Mati beach;

Up above the water-mark w're, the tide won't reach;

W're the bloom'ning c'bb an' flow won't disclose the sight;

Wot's the price of sailor men on the Posse-might?

We are foid o' grumblin' w'en we do not get our rights;

Naturally kickin' at supercilyus slight's,

But at least a British Sojer, w'en 'e doesn't die in war;

Gets a sort of burial that life's worth livin' for,

Turns the riles upside down—All the reg'ment go;

Playin' of the soft Dead March—walking' very slow;

Kidlin' like a Emperor an' fit to bust with pride;

That 'ow Tommy Atkins takes 'is last long ride.

But a Yankee sailor-man—Ain't 'e any good? Doesn't anybody care? Surely someone should think of 'is old mother far away in Yankee land;

Thinkin' 'ow they pitchforked 'im underneath the sand.

Ain't there no Americans 'oo'll ask to dig 'im out?

And take 'im where the sea-snakes aint a-crawlin' all about?

True 'e's only senseless clay—but still I guess 'e'll know;

An' traps 'll speak a word for those 'oo' elped in doin' so.

THE FUEL OF THE FUTURE FOR STEAMERS AND WARSHIPS.

The P. & O. and other steamship companies are within a measurable distance of the time when they can confer great benefits on the public, while greatly increasing their own dividends. Fuel, a ton of which has the heating power of two and a half tons of coal, and which costs much less, will be available in quantities equal to any conceivable demand. It has been for some years in use on a very considerable scale in the Caspian and Black Seas, and even in the Mediterranean. This fuel is the fifth product of the distillation of the crude oil obtained in the region round Baku in unlimited quantities and is known locally as *astakli*. In the *Pall Mall Magazine* Mr. P. H. Shire gives much interesting information derived from personal observation as to the extent to which this fuel is used. Nothing else, he tells us, is burned on the railways of Central Asia, the Caucasus and Southern Russia, on the Black Sea, Caspian and river steamers, and in the innumerable industrial works springing into existence around the Sea of Azov. Besides its superiority in heating power, it has the great advantage of dispensing with storers; all that is required is an attendant to turn the tap connected with a sheet-iron tank which has been filled by gravity or by pumping. A current of air or steam driven at high pressure through a nozzle, called a pulveriser, carries with it the liquid fuel in minute subdivision into the tubes of the boiler. The white, searing flame has a hundred and fifty per cent greater heating power than coal. Steam is produced, it might almost be said, instantaneously. The principle is practically the same as that of the *Primus* Stove. Nansen's faithful companion in Arctic solitudes. At Baku, *astakli* is sold at ten-and-a-halfpence a ton. When the pipe carries it over the four hundred miles to the harbour of Batoum, it will be delivered at the steamer's side at about sixteen shillings per ton, a price which will render the competition of Cardiff coal out of the question. There are no ashes, cinders or other debris to be got rid of, no smoke, litter or dust. The comfort of the passengers on board, delivered from the coal-fied, will be greatly increased, while the steamers will be able to utilize for cargo nearly two-thirds of the space now given to the stowage of coal. There will be a considerable saving in wages by the elimination of the stokers. *Astakli* is described as a dark, viscous fluid, not more inflammable than vegetable oil, and less so than coal, which, as a recent experience on one of our great liners has reminded us, may take fire from spontaneous combustion. As we have said, *astakli* is the fifth product of the crude oil which is distilled in iron boilers holding forty or more tons. The temperature is raised by passing superheated steam through tubes in the boiler. The benzine and gasoline are first taken off, then kerosene, of a specific gravity next solar oil, which is of a higher flash-point, what is left being of a far greater specific gravity than either and is treated as *astakli*. This latter is not only an invaluable fuel for heating steam boilers, but can be made to yield by redistillation when mixed with superheated steam, three descriptions of lubricating oil; the spindle, the machine and the cylinder, which are in great request in Manchester and in Bombay.

The world, until quite recently, was strangely ignorant of the very existence of its greatest treasures. Before the nations, we knew nothing of the immense gold-fields of California and Australia, it was only in quite recent years that we heard of the diamond mines of Kimberley, the gold reefs of the Rand, the oil-wells of America and those on the shores of the Caspian. It was known from ancient times that mysterious fires blazed at intervals in the region near Baku, and priests from India, generally supposed to be Parsis, but really Hindus, built a temple round one of these fires, holding that it was sacred to the fire-faced goddess, *Yavala Mukhi*. There a priest from Kangra, in the Punjab, was found in 1866, by Colonel C. E. Stewart, the present British Consul-General at Odessa. He was the survivor of three who had formerly visited the sacred flame. One had been murdered by *Tatars* for the money given him, the others had fled. In 1881, the *Colonel*, who was living at Baku, founded a tea company and had control of the surrounding property, and had established the remaining interests of the temples, which were destroyed. In 1882, there were only two petroleum companies, and land could be bought for a song.

ABOUT AMERICAN TRUSTS.

A new industry has had a great development during the last year—that of trust-promoting, in which hundreds—perhaps thousands—of men are now engaged. While there are many failures in this new industry, a dozen men have during the last eight months made enough money to buy up all the claims in the Klondike. One unusually successful man is said to have received between \$30,000,000 and \$40,000,000 in stocks for his work in organizing trusts. In South Wales makers are putting up prices

stocks, probably, however, at present market price of stocks, to exceed \$10,000,000 and may be twice that sum.

While there is no fixed percentage of stocks allowed to promoters or claimed by them, 3 per cent. of each kind of stock is often allowed and is apparently about the minimum ever received. The promoters of the Republic Iron and Steel Company are said to have received \$5,000,000 of common stock. Those of the National Tube Company and of the American Steel and Hoop Company are also said, in each case, to have received \$5,000,000. The promoter of the American Tin Plate Company received \$10,000,000 in common stock, now worth over \$4,000,000. He is said to have virtually purchased the plants with his own capital and at prices unknown to the various members of the trust. So that while \$10,000,000 each of common and preferred stock were set aside with which to purchase plants, it may be that he made even more than the \$10,000,000 of common stock allowed to him.

The only effective precaution against fire is for the Syndicate Company concerned to acquire a considerable area of land around the works, and thus as far as possible isolate themselves from external danger. This means the locking up of a great deal of capital which may not be recovered. The boring may find but inadequate supply of oil, or on the other hand may set free what a gold miner might call a “pocket” of oil, which would burst forth with uncontrollable force, and in a short time exhaust the spring. The risks are heavy, but on the other hand the prizes are enough to tempt even the most prudent. Mr. Skrine gives a typical instance of what may befall. Twenty years ago, an Armenian, in partnership with a Tartar, with the Russian name of Taghieff, bought a perpetual lease of twenty-eight acres of land in the Bibi-abad Basin. This cost them £1,300. They expended what was left of their joint capital in sinking wells, but though there were traces of oil, they did not light upon any in paying quantities. The Armenian lost faith in the enterprise and sold his share to Taghieff, at cost price. Forthwith, oil was struck—a flowing well, a fountain of petroleum, yielding 12,700 tons a day for several weeks, and worth £5,000. The unhappy Armenian blew his brains out on seeing what he had lost. Taghieff, who can hardly sign his name, is worth over two millions sterling. A few months since, he sold this lucrative property to a London limited company for a hundred thousand pounds. The Tartar might now, in his turn, blow his brains out, for this English company had scarcely begun operations when they struck another fountain of oil larger than the first. In the last ten years, the increase of the output of petroleum in the Baku basins has been little short of a thousand per cent., the quantity raised last year being 7,000,000 tons. Now that the oil has been found in far larger areas to the north-west, it may be confidently expected that the use of “astakli” will become very prevalent in the mercantile marine, and above all in the navies of the great Powers. Both Russia and France have under construction warships which are adapted for either petroleum or coal. The supercession of coal by “astakli” will nearly the time which warships can keep the sea without seeking fresh supplies of fuel.

THE BRITISH ARBITRATION SCHEME.

The following is a succinct *résumé* of the British proposal for a permanent tribunal of arbitration, which was submitted by Sir Julian Pauncefote to the Peace Conference, and defeated by the opposition of Germany:—

The Court is to be, called the permanent tribunal of international arbitration. It is to be founded for the purpose of facilitating arbitration for States which cannot dispose of their differences by ordinary diplomatic negotiations. It is to be accessible at any time, and to be governed by stipulations and rules of procedure that will be contained in a convention—at all events, so far as they harmonize with any special conditions that may be adopted independently by the litigants. A permanent office is to be established at Berne, The Hague, or Brussels, where the archives are to be preserved, and which will form the headquarters for all the official business of the Court. A permanent secretary and keeper of the records and the necessary personnel are to reside on the spot. This permanent office is to assemble the tribunal whenever litigants apply for its intervention. With regard to the selection of an arbitrator, each of the States accepting this convention is to submit to the tribunal the names of two persons of high character and integrity possessing the necessary qualifications. They will be *ex officio* members of the tribunal. In case of a vacancy, by death or other causes, the name of a successor to be communicated in the same way to the other States.

TRUSTS AND LABOUR.

It is true that this warping or dwarfing influence is a feature almost peculiar to modern industry. At least, it has very much increased with the growth of modern methods. The further back we go the more we find the condition where the employer was an easy-going, paternal kind of man, largely a public character, the mayor of the town, the advisor of the widow, and a sort of godfather to the community, and if we go still further back where there were practically no employers and everybody worked for himself, this element did not exist, but barbarism was the lot of all. Neither was there any dislocation of labour in that primitive simple state. Both these phases of seeming sacrifice have come with the colossal movement of progress. It is fortunate for society, that this whole movement is concentrating the dwarfing responsibilities for the wealth-gathering efforts of the world to a smaller and more reasonable options.—Abridged from the *American Review of Reviews*.

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For instance the wage and salary system, which is a part of this progress, harnesses a constantly increasing proportion of the workers as simple productive automata, where their hours are prescribed, their wages fixed, the quality of their efforts specialized almost to the point of monotony. In proportion as their duties become automatic they become unexciting, and to that extent the nervous force and vital energies of the people are reserved to let loose in the sphere of social activities in which the gratifications of the higher side of life come. In the lines where this reaches its highest perfection, the drudgery or exacting side of earning a living is measured by the hours of daily application. In proportion as these can be shortened, the world of social expansion and round human cultivation is enlarged.—*Gutenberg's Magazine*.

HOW DO TRUSTS CONCERN THE PUBLIC?

But how does it concern the public whether the necessities and luxuries of life are supplied to us by gigantic corporations or by private individuals? Other circumstances being the same, it is a matter of very importance to us whether the cow which gives milk for our table is owned by our neighbour or by a new company that has bought his cow and all the other cows whose milk could compete in the same market? From the standpoint of the consumer the simple fact of the ownership or control of any product is of no consequence. The important considerations are:—How does the new control affect quality, prices and service? If none of these conditions are unfavorably affected, and any one of them is changed for the benefit of the consumer, the new management is justified, from his standpoint. Every individual is necessarily a consumer, so that such an argument appeals to the whole population.

Trusts, as an institution, have certainly come to stay. Probably before many years the trusts of Europe will be seeking alliances with those in this country. This unification of the industries of the world will be the inevitable result of modern transportation and intercourse. Trusts and other business organizations will be scattered before the incessant demands of commerce. *—Asia American Magazine*.

The population was less than 13,000, it is now 120,000. There are over two hundred refineries, and the Tartar and American owners of the land demand twelve shillings a square yard for as much as they can be induced to sell. Baku is surrounded on three sides by land some eighteen miles long and two miles in width, the thin crust of which covers a sea of petroleum. The Caspian is 85 feet lower in level than the Black Sea, and the oil, produced in immense quantities in the volcanic mountains in the north-west, flows by natural gravity to the neighbourhood of Baku. The north-east, and the north-west of this belt are exploited, the intervening area has yet to be tapped. The whole of the Apsheron peninsula, of which the Baku district is part, overlies a sea of petroleum. In some places, when tapped, the oil flows forth in a fountain of dangerous magnitude and is difficult to control. A chance spark may set the whole in a blaze, and carry destruction for miles around. Less dangerous, if more costly to work, are the wells, seven hundred to eight hundred feet deep, from which the oil is drawn by an ingenious process. A valve tube, capable of holding 720 pounds of oil, is lowered into the well, is raised and emptied in a minute by steam power which is in itself a source of danger, as the carelessness of men may at any moment cause a conflagration entailing the destruction of the works, which may easily extend to the neighbouring establishments. Insurance companies recoil from the risk, for in an hour incalculable damage may be done.

While there is no fixed percentage of stocks allowed to promoters or claimed by them, 3 per cent. of each kind of stock is often allowed and is apparently about the minimum ever received. The promoters of the Republic Iron and Steel Company are said to have received \$5,000,000 of common stock. Those of the National Tube Company and of the American Steel and Hoop Company are also said, in each case, to have received \$5,000,000. The promoter of the American Tin Plate Company received \$10,000,000 in common stock, now worth over \$4,000,000. He is said to have virtually purchased the plants with his own capital and at prices unknown to the various members of the trust. So that while \$10,000,000 each of common and preferred stock were set aside with which to purchase plants, it may be that he made even more than the \$10,000,000 of common stock allowed to him.

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Mr. Skrine gives a typical instance of what may befall. Twenty years ago, an Armenian, in partnership with a Tartar, with the Russian name of Taghieff, bought a perpetual lease of twenty-eight acres of land in the Bibi-abad Basin. This cost them £1,300.

They expended what was left of their joint capital in sinking wells, but though there were traces of oil, they did not light upon any in paying quantities.

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Forthwith, oil was struck—a flowing well, a fountain of petroleum, yielding 12,700 tons a day for several weeks, and worth £5,000.

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the time which warships can keep the sea without seeking fresh supplies of fuel.

The trust movement in its aspects as a promoters' craze will subside when the bankers refuse financial support to trusts which are paying three or four per cent. for plants and which are capitalized—as most recent ones have been—with little reference to first cost, or to cost of duplication, but almost entirely with reference to the earnings as calculated from present high prices. This was a newspaper cutting found in Gunn's possession, which purports to be a copy of an affidavit sworn by him at Pretoria on August 9, 1897. In this affidavit he states that he is Charles Archibald Hamilton, second son of the 11th Duke of Hamilton and of Princess Mary of Baden. The document then goes on to declare that he left England in consequence of a duel in 1880, and that his death was established before a Court of Justice. A coffin was prepared according to his own instructions was stated actually to have been made in the naufrage at Hamilton Palace, and could be opened and examined at any moment. The affidavit concludes by stating that his object in making it is to secure the right of his son to the title. The affidavit, which is signed Charles Hamilton, formerly Gunn of Gunn, was sworn before Edward Cohen.

If Gunn was in reality an embryo claimant the admissions he has made in Vienna have practically destroyed his power of mischief. He confesses that he assumed the name while living in Cape Colony, but says it was solely for the purpose of securing greater consideration and without any ulterior motive. He says, a native of Grimsbown, in Cape Colony. He made the acquaintance of Lord George Archibald Hamilton in India, where both were officers in the Army. He himself sold his commission in 1867, and after passing some years in England and Scotland returned to the Cape in 1871. There he devised himself to diamond mining with such success that he was ultimately in a position to acquire mines on his own account. While at the Cape he made the acquaintance of his companion, or accomplice, John Sanders, under his assumed name of “Lord Hamilton.” He states that it was Sanders who induced him to go to Europe, and indeed bore the expense of the journey. Sanders disappeared immediately before the arrest of Gunn, and the police are disposed to regard him as the real instigator and moving spirit in whatever scheme the two worthies were engaged in. Gunn, who is described as a tall man of powerful physique, does not give the impression either of good breeding or of intelligence.

WAR AS A SPORT.

Among sports war takes first rank. No sport seems to rank very high which is not arduous and somewhat dangerous. War is the most arduous and the most dangerous exercise we have. It has been esteemed and faithfully practised since civilisation began. It is glorious in some particulars, and it brings out some fine qualities, as well as most of the bad ones.—*Scribner's Magazine*.

MIXED THE BABIES ALL UP.

At Orange, W. Va., last Saturday births took place in two families living in the same house. In one case twins arrived, and a single baby in the other. The two new-born babies, dressed alike, were placed in one bed to cause the father of the twins to believe that his wife had given birth to triplets. The joke worked finely, but when the time came to separate the infants and restore them to their respective mothers the difficulty of identity could not be solved by the women in attendance, who suddenly became shocked, hysterical, and faint. The identity still remains unsolved.—*Canadian Enquirer*.

IN THE TREATMENT OF INEBRIETY.

A few physicians have treated inebriety by hypnotism with success. The agent seems to skilled hands to change the activity of the brain and alter the desires which arise. Dr. Comstock, who has made many cures, gives his method as follows:

On the part of patients I insist that they shall be willing to be hypnotized, and have a desire to fall into a hypnotic sleep. If I notice that the patient falls into a sleep I begin to make suggestions assuring him that he will soon have no desire for liquor, telling them that it is injurious to him and that it is his deadly enemy and thus, then I mentally will that he may have sufficient self-control to never touch it again. I also assure him that he will sleep well, but as soon as he wakes to a sense of my suggestion, I now ask him, “Will you try and control yourself and never taste liquor again?” He gives me his promise. I next tell him that he has made a promise never again to drink liquor, and I expect that he will carefully keep the promise, and if he does he will be not only a reformed man, but a happy man. I assure him that I shall presently awaken him out of his sleep and that he will feel no unpleasant effects from it, and

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION:

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SENDAI MARU	{ VLADIVOSTOK, VIA SWATOW, AMoy, SHANGHAI, WEI-HAI-WEI; CHEFOO, CHENJULU & NAGASAKI }	THURSDAY, 3rd August, at Noon.
H. Petersen		

MIKE MARU	{ KOBE and YOKOHAMA }	THURSDAY, 3rd August, at 4 P.M.
S. Kawamura		

\* Cargo and Passengers for VLADIVOSTOK will be forwarded on from NAGASAKI by S.S. "KOSAI MARU."

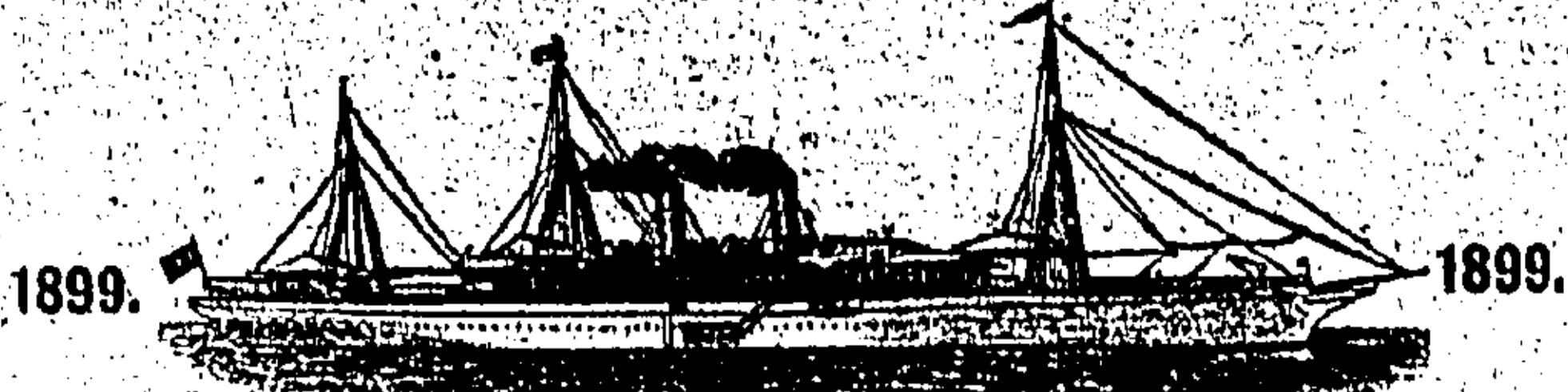
For further information as to Freight, Passage, Sailings &c, apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 26th July, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



1899. 1899.

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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
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Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.

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THE DINING CARs and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder's Street. [3]

Hongkong, 19th July, 1899.

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)

STEAM FOR  
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES,  
LEGHORN AND GENOA.  
(DIRECT WITHOUT TRANSHIPMENT).

Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA,  
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[33a]

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,  
SOLE AGENTS.

Hongkong, 9th December, 1898.

[139]

UNTOUCHED BY HAND.

**MELLIN'S FOOD**  
FOR INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

FACILITIES FOR ICE AT KOWLOON.

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H. RUTTONJEE,  
Eight Street, Kowloon.  
Hongkong, 3rd May, 1899. 61a

CHS. J. GAUPP & CO.,  
CHRONOMETRED WATCH and CLOCK  
MAKERS, JEWELLERS and WATCHMAKERS,  
SMITHS and OPTICIANS  
CHARIS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars Watch  
and for Voigtlander and Sons' TELEGRAPHIC OPTICAL GLASSES.  
MARINE GLASSES and SPYGLASSES.  
No. 1 & 2, Queen's Road Central. [40]

LEVY HERMANOS.

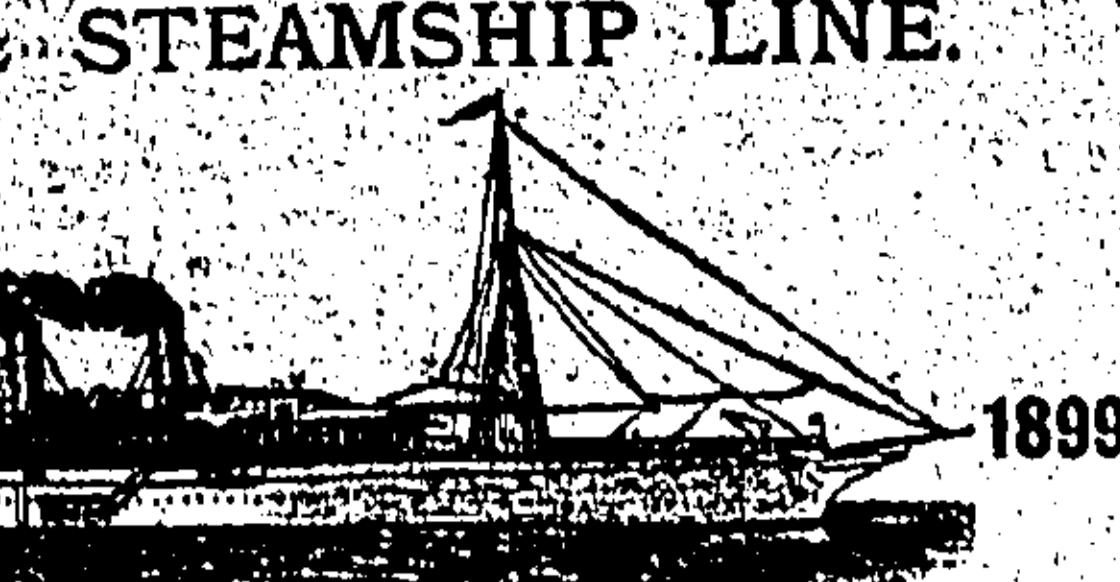
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KUHN & KOMOR  
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35, WATER STREET, YOKOHAMA.  
36, DIVISION STREET, KOWLOON.  
Hongkong, 15th March, 1899. [44]

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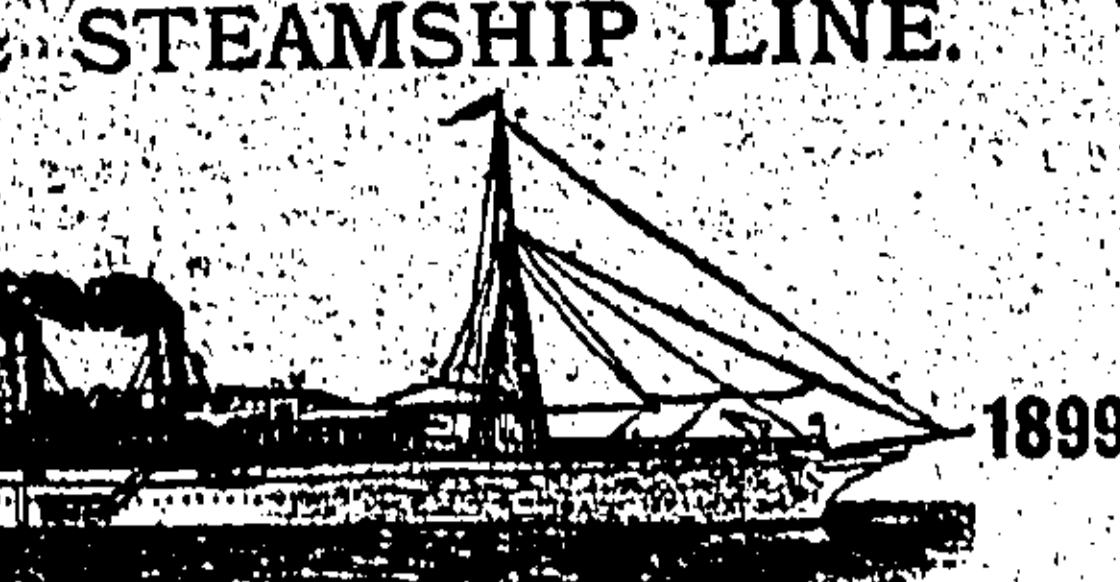
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EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY,

## THE 'GORDON' MASSACRE.

## A TALE OF EARLY PIONEER DAYS.

In the spring of 1850 (says Captain Drannan in the *Chicago Accra*) I went to Fort Kearney for the purpose of piloting a train across the plains. Just what time in the month I got there I do not remember, but it was early in May, and the train was waiting there for a guide when I arrived. I made a contract with the emigrants that evening to go with them to the foot of the Sierra Nevada Mountains.

In this outfit of emigrants was Henry Gordon, whose home was in Christian County, Illinois. I got intimately acquainted with him before we got through. He had his own saddle-horse, and very often he would ride with me for hours, when I was on duty. He told me he was not going to California to dig gold, but was looking for a better climate than his home in Illinois, and if the California country suited him he calculated to move his family to the Western coast.

Instead of taking his family West at once as Gordon had intended to do, he remained in Christian County until the fall of 1852, having been elected sheriff of the county. After serving out his term of office, he sold his farm and stock and persuaded some of his neighbours to accompany him West. About this time a man of the name of Myers made his appearance in Mr. Gordon's neighbourhood and pretended to fall desperately in love with Miss Mary Gordon, the oldest daughter. She rejected him from the start. A day or two before Mr. Gordon ready to start this man Myers called on Miss Gordon and insisted that she should become his wife. She gave him a point-blank refusal, and told him positively that she would have nothing to do with him. He then told her he would "meet her in the wilds of the Rocky Mountains, where she should crawl on her knees and beg to become his wife."

After making all arrangements Mr. Gordon, his family, and friends pulled out for California by way of New Mexico, known at the time as the Butterfield route. I was in Nevada, working as a "Government scout." Our quarters were in the south-eastern part of Nevada, and we were camped on the north side of the Clover Valley Mountains.

When I returned to quarters early one morning Colonel Elliott told me that James Davis, my first assistant, had been on top of the mountain about 9 o'clock that night, and had seen what he supposed to be an emigrant train on fire in Choke Cherry Canyon; that he also imagined he had heard a number of gunshots.

I had Davis call another scout named Maloney, and it was not long before the three of us were in our saddles and on our way to Choke Cherry Canyon. We rode along together until daylight, when I halted and gave each man his route to take, also telling them the road I would take.

Before I had got to the station where we were all to meet I ran into a band of Indians having a scalp-feast. I dashed into them and succeeded in getting two scalps, which I found to have been freshly taken. One scalp was from the head of a man, the other from a woman. Soon Davis came to me. He had heard shooting, and knowing that it was on my route, he supposed I had got into trouble.

## TRAILING A NO. 9 BOTT.

He said to me: "Captain, I have seen the track of a No. 9 boot this morning, made by a white man, and he is with a band of Indians who have a barefooted prisoner with them. The man wearing the boots is not a prisoner, though he is white."

I myself had crossed and recrossed this same boot-track during the morning, but I had not seen anything of the track of a bare foot. I told Davis that the man evidently was some scoundrel assisting the Indians in their depredations.

"If you come on to this man and he is not a prisoner," I said, "treat him as you would an Indian; don't ask him to surrender but once, and do not allow him to take any advantage of you."

We now went on, arriving at the station a half-hour behind time. While wandering what had become of Maloney, we heard two pistol shots in the direction that Maloney should be coming. We believed that Maloney was in trouble, and we went to his relief as quickly as possible. Maloney had struck the track of a bare foot, made by a white woman, and had dismounted his horse in order to trail better, when the Indians sprang on him from ambush and took his pistol away from him. When we got to him he was tied fast, and the Indians had begun to build a fire around him.

We had a fight with the Indians, but finally drove them away from Maloney, taking two scalps. After Maloney was released we mounted our horses and started to trail this lone bare foot. This was Wednesday evening, the next after the burning of the train. We followed the track until dark, and went into camp on the trail. I sent Davis off to the northwest, and when about six miles away he found an Indian encampment so situated he could not crawl into it to see just what was there. The next morning, as soon as it was light enough to see a-trail, we took up the track of this lone person again. One man would play back and forth between the trail we were following and the trail that the boot-track was making. My idea was to keep track of both parties at the same time. We were not strong enough to follow up both tracks separately, and I imagined in this way so that I would not weaken my force.

## FOLLOWING A BARE FOOT.

We trailed all day Thursday. Late Thursday evening we were satisfied we were close to the trailmakers, particularly the lady, as there were many places where I could trail her by the blood from her feet, and this without getting of my horse. The country abounded in prickly pear and various species of cactus, which made it very hard to walk over, even with moccasins or thin shoes. When night came the trail was leading up to Sagebrush Mountain, where there was no timber to be seen.

I took the centre, with a scout on either side of me. It was near 11 o'clock when I heard a faint call near by. I sprang from my horse, and with a pistol in each hand, I began to look for the person who had called. I began under a chaparral bush. I found a young woman more dead than alive.

She told me that the emigrants in the train had all gone to bed on the Tuesday night before, and that she and her sister had on nothing, but their night clothes and stockings, when the massacre occurred. There was scarcely any skin left on the bottom of her feet, and her clothes were almost entirely torn off her. It was there and then she told me of this man Myers, that he had caused their entire train to be burned, and that all had been murdered with the exception of herself, her sister, and a colored servant.

Miss Mary told me also that when her father was in California, he was a witness in a murder case, and it was his testimony that had got the murderer, who was a brother of Myers. She told me that she and her sister were taken prisoners by the Indians, and that Myers was with the Indians at the time. They had taken them to the mountains, and had tortured them. They had cut off their fingers, and had beaten them. They had cut off their toes, and had beaten them. They had cut off their ears, and had beaten them. They had cut off their noses, and had beaten them. They had cut off their lips, and had beaten them. They had cut off their tongues, and had beaten them. They had cut off their hands, and had beaten them. They had cut off their feet, and had beaten them. They had cut off their heads, and had beaten them. They had cut off their bodies, and had beaten them. They had cut off their skin, and had beaten them. They had cut off their bones, and had beaten them. 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## Shipping.

## STEAMERS.

THE OSAKA SHOSEN KAISHA,  
FOR SWATOW, AMOY AND TAMSUI  
THE Company's Steamship

"TAMSUI MARU,"  
Captain S. Nagata, will be despatched for the  
above ports, TO-MORROW, the 20th instant,  
at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 29th July, 1899. [92a]

SHEWAN TOMES & CO.'S. "NEW YORK"  
LINE

FOR NEW YORK VIA SUEZ CANAL.  
THE New Steamship

## "YANGTSZE."

H. Allen, Commander, will be despatched for the  
above Port, on MONDAY, the 31st instant,  
at 6 P.M., instead of as previously advertised.  
For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, 26th July, 1899. [92a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

## "DIOMED."

Captain Goodwin, will be despatched as above  
on MONDAY, the 31st instant.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 26th July, 1899. [92a]

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

## "DIAMANTE."

Captain G. A. Taylor, will be despatched for the  
above port, on TUESDAY, the 1st August,  
at 5 P.M.

The attention of Passengers is directed to  
the excellent accommodation provided by this  
Steamer. She is fitted throughout with Electric  
Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 27th July, 1899. [92a]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

## "CHANGSHA."

Captain Moore, will be despatched on  
SUNDAY, the 6th August, at Daylight.

The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. The First-class Saloon is situated  
forward of the Engines. A Refrigerating  
Chamber ensures the Supply of Fresh Provisions  
during the entire voyage.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Com-  
pany to and from AUSTRALIA are available for  
return by the Steamers of the EASTERN AND  
AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 21st July, 1899. [92a]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL,  
THE Steamship

## "INDRALENA."

Captain Baker, will be despatched as above  
on or about the 12th August.

For Freight, apply to

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 21st July, 1899. [92a]

FOR NEW YORK VIA SUEZ CANAL,  
THE British Steamship

## "GHAZEE."

will be despatched for the above port on or  
about the 20th August.

STEAMERS.

1899.

"SIKH"..... At Intervals of

"ARGYLL"..... 2 weeks.

"JOHN SANDERSON"..... 2 weeks.

"AFGHANISTAN"..... 2 weeks.

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 27th July, 1899. [92a]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR MÄRSEILLE AND LONDON  
VIA STRAITS.

(Taking Cargo through Routes for LIVERPOOL,  
GLASGOW, CONTINENTAL PORTS, RIVER  
PLATE, &c.)

THE Company's Steamship

## "CHINGWO."

H. Harris, Commander, will be despatched  
as above on or about the 3rd September.

For Freight, apply to

HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 28th July, 1899. [92a]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

(ROBERT M. SLOMAN & CO.—HAMBURG)

FOR NEW YORK VIA SUEZ CANAL,  
THE Full-powered Steamship

## "PISA"

will be despatched as above on or about the  
15th September.

The Steamer has Superior Accommodation  
for First and Second class Passengers and has  
an Average Speed of 13 knots per hour.

For Freight or Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, 18th July, 1899. [92a]

## NOTICE.

THE OFFICES of the HONGKONG

TELEGRAPH have this Day been  
removed to NO. 50, QUEEN'S ROAD  
CENTRAL, Second Floor, (the premises  
formerly occupied by Messrs. POWELL & Co.)  
to which address all communications should  
be addressed.

THE F. T. SKERTCHLY,  
Manager.

Hongkong, 18th July, 1899. [92a]

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENVENUE,"  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Hongkong and Kowloon  
Wharf and Godown Company's Godowns  
whence and/or from the wharves delivery may  
be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 31st instant, will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 7th  
August, or they will not be recognized.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 1st instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 24th July, 1899. [92a]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

SS. "PRINZ HEINRICH."

THE above named Steamer having arrived  
Consignees of Cargo are hereby informed  
that their Goods with the exception of Optima  
Treasure and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon whence delivery may  
be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 1st August, will be subject  
to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on TUESDAY, the 1st August, and  
THURSDAY, the 3rd August, at 9.30 A.M.

All Claims must reach us before the 11th  
August, or they will not be recognized.

Bills of Lading will be countersigned by the  
Undersigned.

No Fire Insurance has been effected.

MELCHERS & Co.,  
Agents.

Hongkong, 25th July, 1899. [92a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA"

FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out by Mark and  
delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:

From Madras, &c., ex S.S. Louisiana.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
10 A.M. TO-MORROW.

Goods not cleared by the 2nd August, at 4  
P.M. will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 21st July, 1899. [92a]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"GLEN"

LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND  
STRAITS.

THE Steamship

"GLEN GARRY,"

having arrived from the above Ports, Consignees  
of Cargo by her, are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Ltd., at Kowloon, where each  
consignment will be sorted out by mark by  
mark and delivery can be obtained as soon as the  
Goods are landed.

Goods not cleared by the 3rd August, will be  
subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Co., within ten days  
of steamer's arrival, after which no claims will  
be recognized.

For Freight, apply to

MCGREGOR BROS. & GOW.

Hongkong, 26th July, 1899. [92a]

THE LEADING CATERERS.

COMPARE OUR

ENU, BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1899. [92a]

NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

GRIMMELT'S

JEYES

FLUID

THE BEST  
ANTISEPTIC.

VOID ALL RISK OF OUTBREAK BY  
THE USE

W. G. HUMPHREYS & Co.

Bank Buildings

Hongkong, 1st March, 1899. [92a]

NOTICE.

THE OFFICES of the HONGKONG

TELEGRAPH have this Day been  
removed to NO. 50, QUEEN'S ROAD

CENTRAL, Second Floor, (the premises  
formerly occupied by Messrs. POWELL & Co.)  
to which address all communications should  
be addressed.

THE F. T. SKERTCHLY,  
Manager.

Hongkong, 18th July, 1899. [9